

ANTI-GRAVITY

The Dream Made Reality

*The amazing
story of
John R.R.
Searl*

by John Thomas, Jr

Extracted from the book
*Antigravity: The Dream Made Reality
The Story of John R. R. Searl*

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INTRODUCTION

In 1946 John Searl built the first model of the SEG (Searl Effect Generator). He built this based on a series of dreams he had as a young boy. He was living with an old gentleman who financed his work and supplied him with everything he needed to complete the first SEG at the age of 14. John later went to work for the Midland Power Board and convinced the owners to supply him with the machinery necessary to build a generator based on his previous experiments. All he would have to do is buy the raw materials himself; they would supply the rest. He then had a complete generator made. Some of the work was done through instruction by others, but most of the work was done by John himself.

The SEG consists of a series of three rings with rollers travelling around these rings. Because of the speed at which they travel, an observer might think that he was looking at spinning discs but there are no discs involved. There never were. The rings and rollers are a magnetic device that is its own prime mover and producer of great amounts of electricity. Although the design looks simple, it is a complex solid-state magnetic device. John built this device and placed coils around it so as to produce electricity and he succeeded, but he was not prepared for what followed when he increased the load on the generator.

When the generator was started, a small diesel generator was used to get the rollers started by using the coils as a motor. This was necessary as the rollers were not made exactly to John's specifications. If they were, they would start to rotate around the ring on their own. There was no external motor involved as stated in the article [NEXUS vol. 2 no. 12, p. 50]; only the small generator to get it started. Once the SEG was set in motion, the generator was no longer needed and was disconnected.

The generator did exactly what John Searl said it would. It generated usable electricity. But when he started to increase the load to see how much he could draw from the generator, it did just the opposite of any known generator. Instead of heating up and loading down with the increased load, it got colder and sped up to meet the load. As the load increased, the temperature decreased until it reached a superconductive state at approximately 4 degrees Kelvin. When this happened, the generator produced a gravity field around itself and repelled the Earth. It rose to about 50 feet above the ground, hovered for a few minutes still gaining in speed. There was a pink glow surrounding the unit. At this point the unit had produced a vacuum around itself and was putting out tremendous voltage, about 10 to the 7th power and rising. This accounted for the radio receivers turning on by themselves as there was tremendous voltage produced which could induce a voltage into wiring feeding the radio circuits. After a few minutes of hovering, the voltage output increased and the gravitational field increased. The unit then shot off into space and was never seen again.

Since that time, Professor Searl has developed ways of controlling the output and speed of his generator. He had used one to power his home. He has also pursued the flight potential of the SEG power supply and has perfected a flying craft that is capable of outperforming ANY conventional aircraft or spacecraft of today. The models that he built and flew for all to see were well-documented in the newspapers and magazines at the time, around 1971. He was 3 months away from building a manned craft when he was wrongfully imprisoned on a trumped-up charge by the power company because he was using an SEG to power his home instead of using the conventional power that he would have to buy from them.

John Searl has suffered many hardships, both physical and mental, in his quest to give this technology to mankind. As I look at his life, it amazes me that he has had the courage and fortitude to go on with this quest.

SUPPRESSION OF INVENTIONS

Many readers know of others, who have had ideas and technologies, who have been 'slapped down' by the established money controllers of the day. These people have stopped progress and new ideas throughout history in the name of science and religion and government security. Many of the people that we revere today as great scholars and scientists were at one time persecuted as cranks or heretics to the teachings of the church. How much knowledge has been lost to us through the ignorance and greed of people who are only interested in themselves and their own interests? Most people who are 'slapped down' by the Establishment never recover. They give up on humanity or are persecuted to the point that they can no longer give their ideas or views to anyone.

I recently discovered that inventors of machines or devices of high energy efficiency capability (free energy) are not only refused patents, but in most cases their inventions are classified under the "Military Use Refuse" clause which is, of course, international. Inventors are prohibited from publishing details of their devices or promoting them in any manner if their invention is classified under this clause. In other words, their devices automatically become the sole property of vested interests in the Establishment.

The fact that there is an established mechanism to support energy inventions of this nature, has been kept a closely guarded secret for many years. Many inventors have made such claims, but the general public remains oblivious to the fact that they are being deprived of clean and free energy by organisations that would rather make money and hold power over the public than allow such technology to become widely available.

This story is about one man who has not given up on humanity and refuses to be stopped by the greedy, corrupt people who would try to prevent his work from becoming a reality. If we as an intelligent people want technology such as this, we must fight for it. It will not be presented on a silver platter to you like a new toy on the market. There will be resistance to this new technology, but if you want it, it is here for the asking.

INTERVIEW WITH PROFESSOR JOHN R. R. SEARL

JS = John Searl

JT = John Thomas, Jr

I asked John what causes the discs to fly.

JS: Temperature drop gets the whole thing going. The unit becomes a superconductor. It's this arrangement which causes the atomic pattern within the matrix to set up in such a manner that the electrons are caused to move forward. The slower they go down in the main matrix itself, the more power can pass through. But the force of the separate nucleus causes that force to accelerate to the magnetic field.

There's a revolving magnetic field out there. So if you've got a space vehicle, a big craft out there, then the gravity field of the Earth must produce the same type of energy as the craft because it's acting just the same as the SEG. You are using the gravitational energy of the Earth to continue the power of the SEG. Everything is linked to one another. Therefore, the craft is very simple to control in outer space for space travel because you're tapping in on the fields, the gravity fields, of the different planets, and this supplies the energy effect on the craft. The generator itself is a receiver. When you leave the Earth, the Earth is your prime force and your destination is your secondary force, and eventually your secondary force becomes your prime force and the

Earth becomes your secondary force.

The skin of the craft is like giant aerials. The magnetic field around the rim of the craft causes the skin of the craft to act like two receiving aerials and act like a magnetic lens to focus on planets. So you've always got something in front of you to be focused on and you always have something behind to be focused on to hold you true. It's a big electrical magnetic lens.

On the model at ground level you have a vacuum around the vehicle. The Earth pushes. The pressure of the Earth itself. The electrical magnetic field of the Earth pushes the vehicle away from it. To stop the model from flying off the Earth, you have to apply pressure down to balance the forces. The planets become a force on you. You've got to consider your craft and everything within it a separate world. The Earth is much greater so it is acting on it. But it is acting in the reverse. It has a repulsing action. It pushes it away. We are a separate planet as our identity. So we have a force like the Earth. Because they are two equal, they are pushed apart.

JT: When you're inside the craft you don't feel the acceleration do you?

JS: No. You don't feel a thing. You are at zero on everything so you rely on your instruments to tell you what's going on outside. There have never been any manned flights because the vehicles were unpressurised and the SEG creates a vacuum. All models were controlled by radio-control devices.

There was a picture taken from one craft of another craft. All pictures have been destroyed. For the first time we could show that the craft, when flying, is terrifically bright on top and dark underneath—showing that the energy pulling in on top is actually being used by the craft. The biggest craft was 48 feet in diameter. The one we want to do now is 129 meters. That will be manned.

JT: How fast will the units fly?

JS: It will almost squeeze up to the speed of light. In the atmosphere you have to move slower. We must travel above 30 thousand feet because of the density of the air. We have quoted flight time from New York to London as 20 minutes, 5 minutes from London to Germany, 30 minutes to Australia or Japan.

JT: What were the sizes of the flying crafts you made?

JS: The biggest one was forty feet. We had two at thirty-eight feet also. But the one we allowed the media to watch us build, DEMO 1, was twenty-one feet in diameter.

JT: What if you brought that down close to, say, an automobile or something? Could you bring it close to another object?

JS: Oh yes. If you brought it, say, to a car—you know quite naturally that no one is in it—you could lift the car. You wouldn't lift it with people in it because there'd probably be no oxygen in the car.

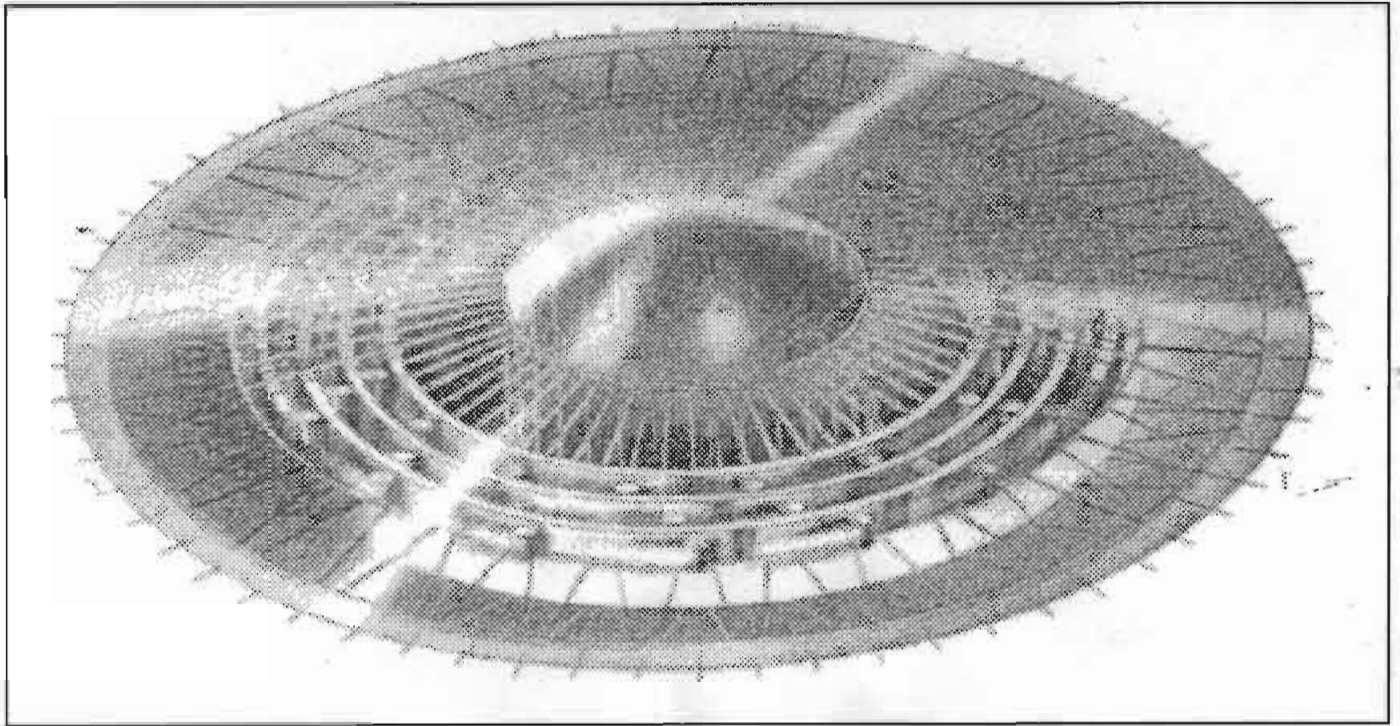
JT: I see; the field will go around the automobile?

JS: Yes it will go around, you can lift the car. The car will cease to have weight. You wouldn't lift it with people in it because they would have no pressure suits on or oxygen supply.

JT: Okay. I thought the field would repel everything outside of it.

JS: No. Only if something was heading towards it. If you came over the top of it, then it doesn't because you've got solid mass holding it from pushing away. Once it's in the vacuum it would be sucked in. But something coming at you like a rocket, it would be twisted away and deflected. It would slowly deflect and by the time it was in line at the rim, it would be turning off by

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something like forty-five degrees away from it.

JT: Oh, that's a nice feature!

JS: Yes, it turns away and takes an entirely different route. Just one thing has to be brought to mind, if you're racing in a spaceship into space and a great chunk of rock is coming towards you, the craft has to sum up whichever object has higher kinetic energy, whether the oncoming object has higher kinetic energy than the craft has. If it has, then the craft has to move out of the way. But if its energy is greater than the energy of the rock, then the rock will move out of the way. It will be deflected.

JT: Well either way you don't hit it. That's good!

JS: We used to rush models towards my home to show that it can't hit the building. As soon as it gets close to the building, the field pushes it away.

JT: Were there ever any manned flights of your craft?

JS: No. None was manned. Because of the vacuum created by the machine, it would make life-support systems necessary and the cost was too much. There were six craft lost before the radio-controlled P-11 was flown.

JT: You had two units, 21 and 22. Were they both in orbit for two years?

JS: Oh yes! Most of the craft were really up there 10 years before we got rid of them.

JT: You had some up there for 10 years?

JS: Yes. Of course once they had done what we wanted to know, we can't really do anything else with them unless we were going to expose them. And we couldn't do that until we had enough information that would allow us to man one. You see media are, shall we say, ignorant people, technologically. When they see something going on, they can't see why you can't man them. And if you can't man them, they start giving you bad publicity, and cause governments to stamp down on you.

JT: I thought the longest ones in space were 2 years.

JS: Oh no! Most of the craft you can say were credited with a good ten years of flight time. The two we talk about for 2 years were testing basically the new nylon body material which went into strychnine. And we had to discontinue this fibreglass material of those days.

JT: That was 21 and 22, but all the others stayed up a long time

also?

JS: Well, all the other 40. Only two of them ran into trouble and produced strychnine and thus only did two years of time. But what the others did was shown. We took many photographs. We were taking photographs here, there and everywhere! We brought the craft back and had the film developed and we had cine films.

JT: Did you have them right in orbit or...

JS: Yes, from the orbit. I knew more about Australia than any book ever told me! When I wrote to a chap in Australia who thought he knew a lot and started telling him some facts and figures that I knew, he was surprised!

JT: Was there a lot of publicity for your work?

JS: We do know that the BBC has a lot of film, because they came out every month to continue the story on the work. Now, do you know any other individual that had a regular programme on all channels in the UK? That's four channels. Monday in the first week of the month, the BBC 1 carried on with the story where they left off. They would show you just a little bit of the story from where they left off. They'd show you just a little bit of the story in a flashback and then carried on the story as to how much progress had been made over the month.

The following week ITV, an independent TV programme, came along and did theirs. They'd take you back to what they last showed you, bits of it to bring your mind back to what you've seen, and then they would continue the story as to how the progress had gone. And we had been doing this for a whole year! In there, there were some flight shots showing the craft going up through the trees into airborne, and they played the music to the movie *2001* to it. They played me against the Americans' effort. All the American failures were kind of chipped and worked in to make it a good comical game, but that was perhaps the bad part about it. It might make people laugh at American failures and we're racing away with a complete new technology. They were playing on this and, of course when they eventually went to the Moon, we were only three months away from proceeding with a manned flight.

JT: I was just looking at your lecture again and you said you were in an explosion. Was that when you were building one of these?

JS: Yes, well the explosion was not really my fault. It was somebody else's fault. They put a 10-gallon drum of oil on top of a hot plate that was on. They switched the wrong plates on, and the twins, our twins, got up in the corner at the back of the boiler where they were playing. And I was wondering how the pot of oil I had on was warming, getting hot enough for a job I wanted to do. And when I got there I was amazed. This tank was red hot. It actually was red. The metal was red hot. The kids were playing there. I had to rush and pull them out of the way and told them to get outside as far as they can out up the garden and I rushed the doors open and the windows open and then I went to lift the tank to bring it outside. So if it was going to blow, it wouldn't damage the house. But just as I was walking past an open window to get to the door, a draft of air caught it and it went like a bomb. It took all the paint off right through to the bricks, about 10 layers of paint. It took the ceiling off. It disintegrated the lamp shade and cables. It disintegrated the fuse box and disintegrated the electric meter. It ripped everything out! It stripped the whole building down to bare bricks.

JT: It's amazing you weren't killed!

JS: Yes, and the clothes hanging on the line drying all went, line-lot, everything disappeared. My hair was on fire. Nobody moved to do anything to help! We had a big chest freezer, so I had to dive into that. And all my neck was burnt, blood was pouring out the jugular vein and I had to strap myself. And nobody would ring the doctor. I had to ring the doctor myself. They dressed me all up but 24 hours later. I was in real agony. I had to be rushed to the hospital and gangrene was forming in my neck.

JT: Oh no.

JS: And you could see the blood gush out as they took the dressing off. They said the doctor put the wrong stuff on. He shouldn't have used that type of dressing. So they had to pump penicillin into me and dressed me up. I looked like an Egyptian mummy! It was for about eight weeks and then the Sherwoods (Bill and Rhoda) arrived and Dr Cain arrived. I was just undressed apart from the neck. The neck still presenting a bit of a problem. That was covered. The doctors at the hospital said that my face would be permanently marked, but the Sherwoods were shocked when my face had been just uncovered. I think when I arrived at this place I was still dressed rather up, a bit like a mummy, when I arrived at the hotel to meet them when they arrived. But in the week the dressing had come off, except the neck. That was still pretty bad. The Sherwoods and Dr Cain were very surprised how clear my face was. That showed you the power of this machine. Without that machine my face would be permanently marked.

JT: So you had the machine running in your home?

JS: Yes, in the house. It was feeding most of the electrics in the house for us. And of course it was purifying the room. Killing germs, everything. So my skin had a chance to heal.

THE SEARL EFFECT

Any theory must explain the various phenomena, some of which have been observed by Searl himself and some by the general public. Associated with the Searl Effect craft are the following:

- 1) Anti-gravity or levity.
- 2) Very high voltage electrical fields.
- 3) The peculiar magnetic effect. The generator produces a high density electric field with negative polarity at the rim, and positive at the centre. There is also a magnetic field which surrounds the craft, and extends out from it.

4) Perpetual motion. Once the machine has passed a certain threshold of potential, the energy output exceeds the input. From then on the energy output is virtually limitless. Searl explains this by stating that the machine collects electrons from the space around it. The estimated power output of the generator is some 10 to the 14th power watts.

5) Inertia loss. Above threshold potential, which must be some 10 to the 13th power volts, the generator and attached parts become inertia-free. This of course goes against accepted concepts of inertia in mass.

6) Drive. By altering the distribution of potential on the surface of the craft, it is possible to propel it. The preferred direction of travel at ultra high speeds is away from the planet, the plane of the generator being at 90 degrees to the gravity field.

7) Ionisation of the air. This is from the discharge of electrons from the generator. It gives rise to a translucent glow surrounding the craft, and glowing trails. The intensity of the field is such that it is capable of excluding the ionised air, creating a near vacuum around the craft.

8) Matter snatch during acceleration. This occurs when the craft is on the ground and the drive is ground with it, leaving the well-known hole in the ground.

USES FOR THE S.E.G.

JS: We show clearly that we can produce straight flat bed, straight line generators if that was more convenient. And this would be ideal for propelling trains. And if we built it into our road system we could have cars running on that sort of system. But then you see if we want to maintain the present road system, we can turn the wheels into SEGs.

JT: Right, or just use the SEG for a generator and run an electric motor.

JS: Yes, with just one SEG. The options depend on the capability of your own brain to imagine how you can apply it.

JT: It's just a matter of getting the first ones out now.

JS: Yes, it's been a long time, agreed, but then you see the problem in the past was we wanted big money. Everything in MY line of interest, that's energy, seemed like the government was going to produce cheaper and cheaper. So why bother to take interest in an entirely new concept. And have to relearn everything from the beginning when what was coming up, nuclear power, was going to become free energy. Plenty of it. No problem in a subject that was pretty well understood. So all they were doing was changing coal boilers or oil burners to nuclear.

JT: Well they didn't go too far did they?

JS: Things didn't turn out quite as they were forecast.

JT: Now when you were talking to me before, you said that when you had a problem with the electric board and they came and arrested you, you said that they were mad because you 'thumped' them. What did you mean by that?

JS: Oh, that's an article in the latest book, where it told about when the electric board removed all our power. Back then we moved from the Midlands down to Berkshire and while I was up there at their headquarters I purchased all the switch gear and cable and the cooker and things because I knew the house we were going to had no electricity. So I wired up the place, and when that electric board came to connect the power they said they wouldn't connect it because the switch gear did not comply with their requirements. And I was REALLY angry because it was all the electric board's property that I had purchased and they were refusing to connect it because I hadn't bought it from THEIR showroom. So when they refused, I connected it.

"It just shot off into the air! We know now that the reaction of a superconductive state will pull away from a magnetic field. It will lift away from it. The Earth is a magnetic field, so the object is going to go away from the Earth."

After three months they came and took the power off. So I went down and told them. I said, "You've got exactly 24 hours to put that power back on, or I will stop all power for the whole area! And it will keep off until you put the power cables back!" And they said to me that I can't take the law into my own hands. I said, "You just try me and see! I have the technology and I'll USE it!" By the time I got back, the cables were back on. So they realised that I meant business.

JT: When they finally let you out of jail, did they give you any money? Did you sue them?

JS: No. No. I had no home or anywhere to go to. Nothing. The home was gone...everything.

JT: What did they charge you with?

JS: Well I had built and installed an SEG to supply my home with electricity. They charged me with stealing electricity. They called it stealing electricity because electricity was supplied to your house and you weren't using it. But you had electricity. But you were supposed to be using THEIR electricity. But today, I assume that if you put up a power generator of any kind, you could ask them to take off their electric. But you couldn't in the time we're talking about. You had to use their electricity if it was there. You couldn't use your own. It was forbidden.

A man by the name of Devon E. Tassen said to me when I was there with him, that he came to Scotland and put in a water generator, a power generator, and he had a hell of time. They broke him! He had to do this, he had to do that. The electric board fought him. He said we've fit these everywhere, with no trouble. But in England they were really making sure that we didn't make a penny's profit out of it. They made us do this and made us do that. Things that weren't needed. But you had to do it in order to be able to do the contract.

JT: So they came and told you, you were stealing their electricity even though you were generating it with your own SEG.

JS: Yes, because you had to use their electric. They were 'all powerful'.

JT: On that SEG that you had running your house, what was the output?

JS: That was a very old SEG. I made that back in 1952.

JT: Oh, did you make the coils so that they put out the exact right voltage?

JS: Yes, 240 volts AC, and up to 11 kilowatts.

JT: Oh, alright, so you didn't have to transform it or anything?

JS: No, no. I set it into the

wall as part of the wall structure. And just brought the power up to the fuse box and from then on it was just normal house-wiring.

JT: Now, did your voltage stay constant even when the load changed?

JS: Oh yes! It makes no difference. Because, you see, as soon as there's a larger current, the rollers run faster and the machine goes cooler, so the power is improved.

JT: You would think that it would cause your voltage to go up.

JS: No. What happens is that your coils are really your resistance block. But remember, as the coils get colder, there is less resistance. So more current is available.

JT: Oh, so you're just drawing more current without a voltage rise?

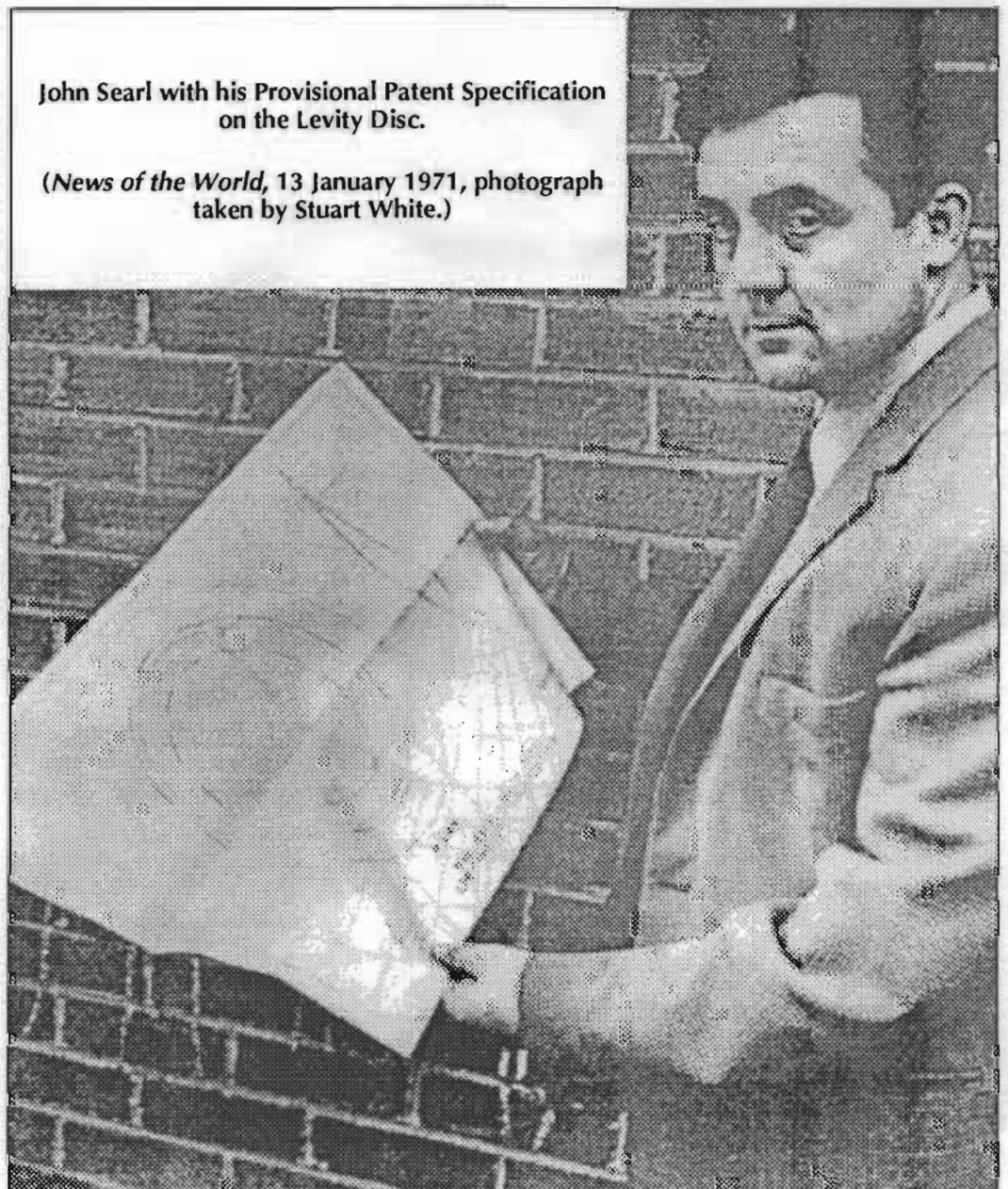
JS: Yes, because you're going into a superconductive state. And as you take more and more current, the nearer you are getting to the superconductor state. But it's when you get to the superconductor state that you get into trouble! Because it goes airborne. So you know you've got the superconductive state.

JT: Ya, you know you've got it then!

JS: Yes, but at the time we didn't realise what was happening.

John Searl with his Provisional Patent Specification on the Levity Disc.

(News of the World, 13 January 1971, photograph taken by Stuart White.)



It just shot off into the air! We know now that the reaction of a superconductive state will pull away from a magnetic field. It will lift away from it. The Earth is a magnetic field, so the object is going to go away from the Earth.

DESTRUCTION OF A LIFETIME'S WORK

There were books kept by John at his house of all the people who had witnessed his work. Each person would sign the book and put down their thoughts. Gunner Sandberg was asked to go to John's home while he was imprisoned and get those books. He went to the house but did not get the books. He was sent to get certain information from the house. One of the things he was asked to get was the book that was signed by everyone of the people who witnessed the demonstrations of the SEG and levity discs. He said that there was too much there and he was going to go back

for it later. Meanwhile the authorities burned all the papers in John's home. Witnesses said it took four days to burn all the material. His equipment was also either destroyed or sold off. This was sanctioned by John's wife.

JT: Was everything destroyed?

JS: Yes, and that was written off in four days, the bulk of that proof was destroyed in four days by four days of continuous fire. That is what I was told by the fire brigade. I was told by an American that called. He wrote to me and said, "I called on your home and found big fires burning. They're burning all your stuff!" And I said, "No you've got the wrong place." And then another chap wrote me. Ivor James Powell wrote me and said, "I went to your home and they're burning everything! All your records, films, everything. Photos, all being burned!" I wrote back and said, "You must have made a mistake! You must have gone to the wrong house!" But they were right! I understand from the fire brigade that they stood by for four days while the fires burnt.

JT: The only way you're ever going to get it going is to let it out to the public so it can't be suppressed by the governments. They're just too greedy and want to keep everything based on oil, and your unit would eliminate that need.

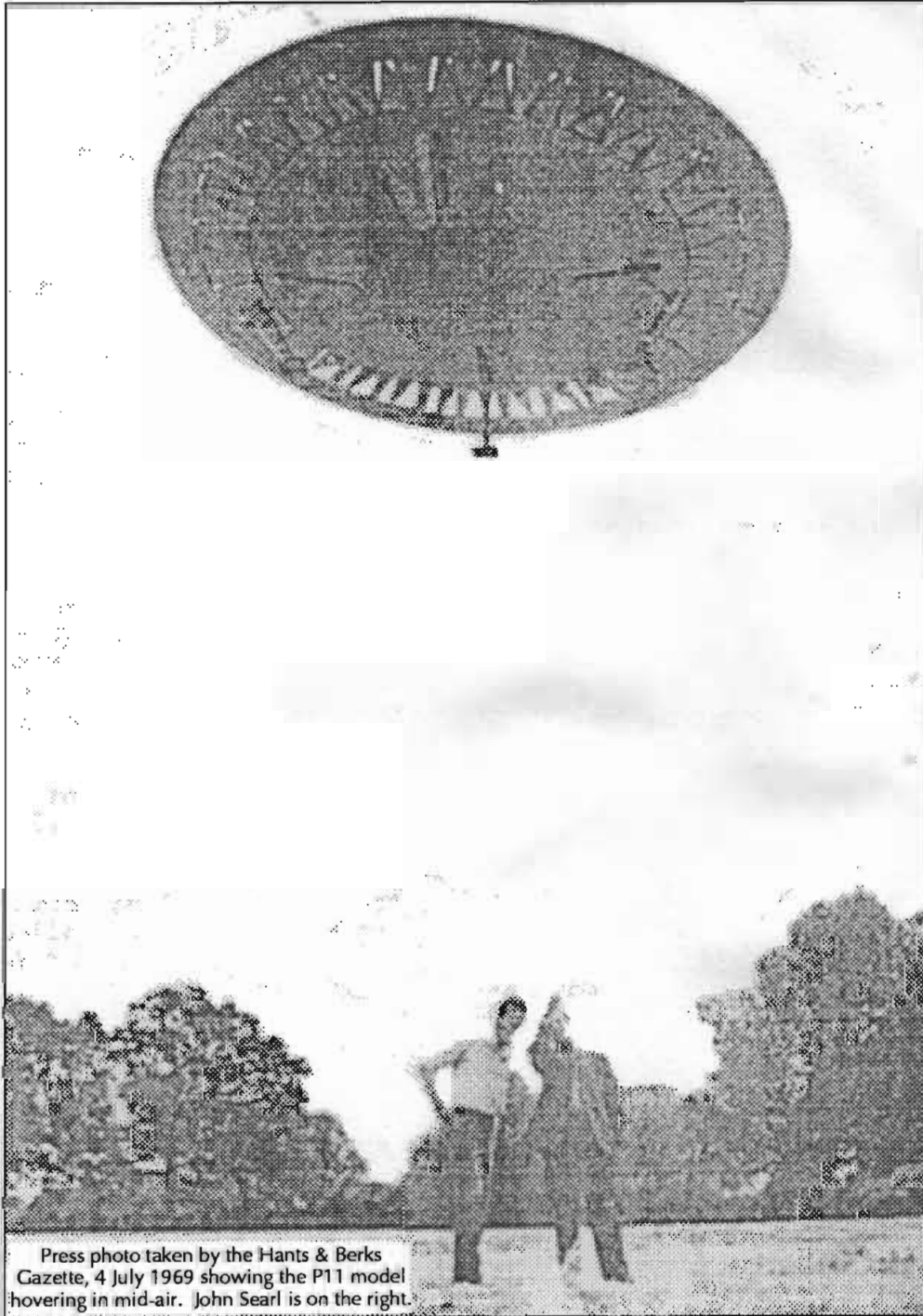
JS: YES! It would kill off pollution overnight! And clean the air as it runs, and this is something no other motor does. It does not pollute, so it is a device that should be pushed with everything possible. But everyone who comes to me wants to just grab it all to themselves.

JT: Are you giving your information then out to the public?

JS: Yes. I've been lecturing in Europe quite heavily, discussing the work and I've had heavy publicity in the German magazine *Space and Time*. It's very good stuff. Very long, lots of pages issue after issue. I've also had articles printed on my work in the magazine *Explore!* recently.

JT: On your papers you're putting out, are you showing a detailed way you're making your motor?

JS: All the full tables have been printed. So one now only looks at the table. One works out the volume of the area that's going to be filled with the powders. And scanning down the chart of figures until you find the figure you want, look across and it tells you the choice of which square blocks to use. 3-4-5. That means how many powders you can mix together to get the results. Then you run up the square we show. You run up to that level that's close and those are the figures, the amount you have to mix in layers to cause a condition that will allow you to print it. And the frequency is given in the table for printing.



Press photo taken by the Hants & Berks Gazette, 4 July 1969 showing the P11 model hovering in mid-air. John Searl is on the right.

JT: Are there any videotapes of your lectures available?

JS: There's a video available of my lecture in Munich in 1989. I've given out some of the powerful stuff in that and you can see some of the work that was discussed at that meeting.

JT: Things seem to be going pretty good.

JS: Well things are going good now. I am listed in the *International Who's Who* now and I'm not living in a council house as I was in the past when I was interviewed by the press. They always mentioned that and said that anyone living in a council house wasn't capable of doing anything.

JT: What is a council house?

JS: Well, a council house is a house built by the government and rented cheap for the poor. We're in a private house now. That makes a difference. I've got the drawing put up in the porch now that used to be the outside, which is now inside. We built that in. Now the drawings of the magnets and of the disc are up, and I've just taken the big colour drawing of the disc to the framers to get it re-framed. All I'm waiting for now is for the certificate from *Who's Who* to put up on the wall so that people will see that at least you're recognised. And if I do get into the science and engineering issue, that will also add more weight.

The work on the SEG home power unit is progressing and an effort to get the price down to a realistic amount is now the main concern. Various elements are being tried out in the experimentation phase and full production will start as soon as these problems are ironed out. We are still looking for backers for the production of the flying craft. There has been interest shown by various nations in this respect.

To understand how the SEG functions and what is needed to build it, you must read the books on *The Law of the Squares*. That is the only place you can get an accurate account of how the SEG functions. All the charts and explanations are there. You must only open your mind to this new technology to be able to understand and appreciate it.

People wishing to contact Professor Searl should write to the following address:

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REVEALED: The Secret Technology of Prof. John R. R. Searl



Prof. John Searl is the only man in history to have built and flown an antigravity device called a *Levity Disc*. This was recorded by the BBC News and by the newspapers. The power source for this amazing disc can also be used to generate electricity with no apparent input. Prof. Searl uses existing laws of physics in a new application to achieve this. Because of the obvious economic repercussions, this marvelous invention was squelched by "big business." His electric generator and his Levity Disc are powered by a Searl Effect Generator (SEG).

Prof. Searl has written a series of books entitled *The Law of the Squares*. These five books are being offered in manuscript form. They have not been edited or changed in any way. These books transverse many subjects and contain the personal views and appraisals of Prof. Searl as well as giving the reader an insight as to how his SEG is constructed and operates. This is the last attempt by Prof. Searl to bring the world into the future.

In addition to these books, a book entitled *Antigravity: The Dream Made Reality* has been assembled which serves as a primer to the books on *The Law of the Squares* by Prof. Searl. It describes John Searl's early days up to the present, as related by Prof. Searl himself. Included is a description of the SEG.

There is also a video tape of Prof. Searl's Munich lecture of 1989 available in which Prof. Searl explains his technology. There are many pictures of the building of the DEMO-1 levity disc in the second half of the video, and the magnetic effect of the SEG is demonstrated.

The Law of the Squares: Book 1, Book 1A, Book 1B & Book 2

Price of EACH BOOK is	\$50.00
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